

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

TIME TABLE No. 24

To take effect at 12:01 A. M.

Sunday, February 3rd, 1935

EASTERN STANDARD TIME

For the Government and Information
of Employes Only

C. O. DAMBACH,
General Manager

C. A. McHUGH.....	Train Master
E. McKINZIE.....	Train Master
J. H. GLENN.....	Assistant Train Master and Road Foreman of Engines
W. E. WOOD.....	Chief Dispatcher
O. R. HEFFLEMAN.....	Train Dispatcher
W. E. ROBINHOLT.....	Train Dispatcher
J. R. HAGGERTY.....	Train Dispatcher
D. M. HAUGER.....	Train Dispatcher
E. J. CARROLL	Train Dispatcher
A. L. CORBIN	Train Dispatcher

COMPANY SURGEONS

	BELL TELEPHONES	
	Office	Residence
Dr. Jas. P. Kerr, Chief Surgeon.... 747 Wabash Bldg., Pittsburgh, Pa.	Court 1775	LOcust 0287
Dr. Carl E. McKee, Oculist..... 1405 Park Bldg., Pittsburgh, Pa.	Atlantic 2925	CARRick 3386
Dr. U. F. Rohm, Surgeon..... 217 E. Main St., Carnegie, Pa.	Carnegie 456	Carnegie 999
Dr. S. C. McGarvey, Surgeon.. Washington Ave., Bridgeville, Pa.	Bridgeville 18	
Dr. Q. S. Kocher, Surgeon.... 450 Washington Ave., Bridgeville, Pa.	Bridgeville 147	
Dr. D. L. McCarrell, Surgeon..... Hickory, Pa.	Hickory 17	
Dr. H. H. McBurney, Surgeon..... Brown Bldg., Campbell St., Avella, Pa.	Avella 43	
Dr. C. E. Gourley, Surgeon..... Mingo Junction, Ohio.	Mingo 170	
Dr. W. C. Wallace, Surgeon..... High St., Hopedale, Ohio.	Hopedale 25	
Dr. Chas. E. Shultz, Surgeon..... Willow Street, Castle Shannon, Pa.	Lehigh 6511	
Dr. D. M. Davis, Surgeon..... Broughton, Pa.	Colonial 95	
Dr. C. B. Norcross, Surgeon..... 556 Miller Ave., Clairton, Pa.	Clairton 29	
Dr. H. E. Weller, Surgeon.. 4th St., Monongahela, Pa.	Monongahela 258-J	
Dr. J. H. Wilson, Surgeon.... 500 Broad Ave., Belle Vernon, Pa. Pricedale, Pa., Office..	Belle Vernon 39-J Belle Vernon 39-M	

None but the above named surgeons shall be called to attend to cases of injury to employes or passengers, except in cases of emergency, when proper surgical aid should be procured until the arrival of the Company's surgeon. In all minor injuries the patient should be sent to the Company surgeon's office to receive attention.

The Company will not be responsible for the fees of any surgeon, unless especially employed by an authorized agent of the Comnanv.

WATCH INSPECTORS

W. F. Hayes.....	General Time Inspector, Cleveland, Ohio
Pugh Bros.....	Inspectors, House Bldg., Pittsburgh, Pa.
J. Franz.....	Inspector, 34 East Main St., Carnegie, Pa.
John S. Lehner.....	Inspector, Avella, Pa.
Tinkler Jewelers, Inc.....	.....
.....	Inspectors, W. & L. E. Station, Brewster, Ohio

CONNELLSVILLE

EASTWARD

Capacity of Passing Tracks	Miles from Connellsville	SECOND CLASS		STATIONS
		90	92	
		Daily	Daily	
		P.M.	A.M.	
Yd.		A11.10	A10.10	CONNELLSVILLE N
	0.9	11.05	10.05	FRICK P
85	7.8	⁹¹ 10.45	9.45	CHaintown P
43	16.0	10.26	9.26	BANNING P
	19.5	10.16	9.16	ALTO P
88Yd.	21.0	10.11	9.11	MONESSEN DP
	23.5			SPEER P
75	27.8	9.48	8.48	MAPLE P
Yd.	30.1	9.38	8.38	SUDAN NP
58	35.7	9.20	8.20	FROMAN P
	39.8	9.03	8.03	PIERCE P
	40.6			GILL HALL
57	42.7	8.54	7.54	BRUCETON DP
	43.7			BROWNSVILLE RD.
44	44.2	8.49	7.49	HORNING P
29Yd.	45.9	8.42	7.42	LONGVIEW DP
	46.6			BENICOLL P
	47.3			FOLEY'S SIDING
^{w71} E86	47.7	⁹⁶ 8.30	7.30	CASTLE SHANNON P
	49.4			FAIR HAVEN
59	50.4	8.22	7.22	OAK P
Yd.	51.7	L8.15	L7.15	WEST LIBERTY NP
Yd.	52.8			WEST BELT JCT. P
	53.9			KELLEY P
	55.4			GREENTREE
Yd.	56.1			ROOK NP
		P.M.	A.M.	
		2hrs.55ms.	2hrs.55ms.	Time on Road
		17.7	17.7	Miles per Hour

DIVISION

WESTWARD

SECOND CLASS		Miles Between Stations	Water and Wyes	Telegraph Calls			
95	91						
Daily	Daily						
P.M.	P.M.						
L5.30	L10.15				CV		
5.35	10.20	0.9					
6.00	⁹⁰ 10.45	6.9					
6.18	11.03	8.2					
6.28	11.13	3.5					
6.33	11.18	1.5			MN		
		2.5	W				
7.03	11.48	4.3					
7.25	11.58	2.3			SD		
7.45	12.18	5.6					
7.57	12.30	4.1					
		0.8					
8.07	12.40	2.1			BR		
		1.0					
8.15	12.48	0.5					
8.24	12.53	1.7	W		VW		
		0.7					
		0.7					
⁹⁰ 8.30	12.58	0.4			GO		
		1.7					
8.37	1.05	1.0					
A8.42	A1.10	1.3			BY		
		1.1	Y				
		1.1					
		1.5					
		0.7	WC ST		OX BM		
P.M.	A.M.						
3hrs.12ms.	2hrs.55ms.						
16.1	17.7						

PITTSBURGH

EASTWARD

Capacity of Passing Tracks	Miles from Connellsville	SECOND CLASS		STATIONS
		90	92	
		Daily	Daily	
		P.M.	A.M.	
Yd.	56.1	A 7.30	A 5.15	ROOK NP
	56.9			CARNEGIE
	58.2	7.24	5.09	LEASDALE P
	59.1			BOWER HILL
94	60.5	7.18	5.03	BRIDGEVILLE DP
	62.4			SYGAN
	63.1			TREVESKYN P
43	64.5	7.10	4.55	GLADDEN P
	65.3			CECIL
	66.3			BISHOP
53	68.0	7.02	4.47	VENICE DP
	69.3			GEORGE
	70.5	6.57	4.42	ACHESON P
120	73.0	6.53	4.37	HICKORY DP
	74.4			McGUGIN
78	76.5	6.38	4.22	WOODROW P
	78.5			REA P
43	80.4	6.24	4.08	W. MIDDLETOWN P
118-Yd	82.3	6.16	4.00	AVELLA NP
76	85.5	6.03	3.45	PENOWA P
	86.3			VIRGINIA P
	87.0			CLIFTONVILLE
	88.8			LOUISE P
53	89.7	5.53	3.35 ⁹¹	ROCKDALE P
	90.7			WELLSBURG
62	91.7	5.48	3.30	MINGO NP
	94.3			KOLMONT P
54	95.7	5.34	3.15	N. ALEXANDRIA P
	97.9	5.29	3.10	HUNTER P
47	99.8	5.25	3.06	SMITHFIELD DP
48	102.7	5.18	2.58	CHANDLER P
76	105.0	5.14	2.54	REED P
61	106.1	5.10	2.50	WAYCO P
	107.0			HOPEDALE TFR. P
78	108.6	5.05	2.45	HOPEDALE DP
	111.2	L 5.00	L 2.35	PITTSBURGH JCT. NP

P.M.	A.M.
2 hrs. 30 ms.	2 hrs. 40 ms.
22.	20.7

Time on Road
Miles per Hour

DIVISION

WESTWARD

SECOND CLASS		Miles Between Stations	Water, Coal, Scales Tables and Wyes	Telegraph Calls
95	91			
Daily	Daily			
P.M.	A.M.			
L 11.00	L 1.55	0.8	WC ST	OX BM
11.03	1.58	1.3		
		0.9		
11.07	2.02	1.4	W	JD
		1.9		
		0.7		
11.23	2.15	1.4		
		0.8		
		1.0		
11.40	2.32	1.7		RU
		1.3		
11.54	2.45	1.2	W	
12.04	2.55	2.5	Y	JU
		1.4		
12.10	3.01	2.1		
		2.0		
12.16	3.07	1.9	WC YS	NG
12.31	3.19	1.9		WA
12.39	3.27	3.2		
		0.8		
		0.7		
		1.8		
12.47	3.35 ⁹²	0.9		
		1.0		
1.00	3.45	1.0		WI
		2.6		
1.15	4.00	1.4		
1.24	4.09	2.2		
1.32	4.17	1.9	W	HF
1.47	4.32	2.9		
1.57	4.42	2.3		
2.07	4.52	1.1		KN
		0.9	Y	
2.14	4.59	1.6	S	AF
A 2.25	A 5.10	2.6		UX

A.M.	A.M.
3 hrs. 25 ms.	3 hrs. 15 ms.
16.1	16.9

BELL BRANCH

Capacity of Passing Tracks	Miles Between Stations	Miles from Virginia	STATIONS	Water and Wyes
	3.15	3.15	VIRGINIA P BELLEFIELD	

PITTSBURGH BRANCH

Capacity of Passing Tracks	Miles Between Stations	Miles from West Belt Jct.	STATIONS	Water and Wyes
Yd.			WEST BELT JCT. P	Y
Yd.	1.4	1.4	PITTSBURGH P	W

WEST END BRANCH

Capacity of Passing Tracks	Miles Between Stations	Miles from West Belt Jct.	STATIONS	Water and Wyes
Yd.			WEST BELT JCT. P	Y
49	1.6	1.6	BRIDGE 2 SIDING P	
Yd.	0.7	2.3	West End, Pittsburgh P	W

BANKSVILLE BRANCH

Capacity of Passing Tracks	Miles Between Stations	Miles from West Belt Jct.	STATIONS	Water and Wyes
		0.8	BANKSVILLE JCT.	
	1.9	2.7	BANKSVILLE	

MIFFLIN BRANCH

Capacity of Passing Tracks	Miles Between Stations	Miles from Longview	STATIONS	Water and Wyes
29-Yd.			LONGVIEW DP	W
	0.5	0.5	SALIDA P	
	2.3	2.8	WALKER P	
Yd.	0.7	3.5	MIFFLIN P	W

CLAIRTON BRANCH

Capacity of Passing Tracks	Miles Between Stations	Miles from Pierce	STATIONS	Water and Wyes
			PIERCE P	
48	0.6	0.6	PETERS CREEK	
90	2.7	3.3	LARGE P	W
Yd.	2.3	5.6	CLAIRTON DP	Y

DONORA BRANCH

Capacity of Passing Tracks	Miles Between Stations	Miles from Sudan	STATIONS	Water and Wyes
Yd.			SUDAN NP	
	5.9	5.9	DONORA P	

LOCATION COMMERCIAL AND MINE TRACKS

Miles from Connellsville	CONNELLSVILLE DIVISION
0.39	Davidson Mine
0.90	Frick Storage Track
13.19	Norris Tunnel Spur
19.50	Alto Storage
24.12	Speer Dump Track
26.52	Rider Mine
34.13	Mingo Creek Spur
39.96	Pierce Storage Track
42.24	Stilleys Siding
44.74	Pgh. Term. Coal Corp. Mine No. 4
46.98	Pgh. Term. Coal Corp. Mine No. 3
47.23	Castle Shannon Supply Co. Siding
48.43	Pgh. Term. Coal Corp. Mine No. 2
48.70	General Cement Products Co. Siding
48.90	Castle Shannon Extension Storage Track
50.28	Mt. Oliver Coal & Coke Siding
51.56	Wm. Lang & Sons Siding

	PITTSBURGH DIVISION
57.57	O. Hommel Company
58.22	Leasdale Storage Track
59.34	American Vanadium Company
60.36	F. C. Mayer Manufacturing Company
60.36	Flannery Bolt Company
60.36	General Electric Company
61.14	Selden Company
70.53	Acheson Storage Track
82.05	P. & S. W. Mine
82.20	Pgh. Term. Coal Corp. Mine No. 9
82.72	Paxton Mine
82.85	Aurora Mine
83.79	Craighead Storage Track
84.66	Buxton Storage Track
84.69	Jefferson Gas Coal Company Mine
85.28	Waverly Mine
85.67	Penobscot Mine
88.04	Louise Mine
89.35	Rockdale Extension Storage Track
89.62	Arnold Mine
90.76	Mingo No. 1 Storage Track
91.77	Mingo No. 2 Storage Track
97.93	Hunter Storage Track
99.30	Betsy Mine
100.10	Piney-Fork Mine
100.38	Smithfield Mine
105.55	Rensi Mine
108.35	Landson Coal Company Mine

Miles from West Belt Jct.	WEST END BRANCH
1.00	7 Baker Brothers Siding
1.55	Diebold Siding
1.62	West End Coal & Supply Co. Siding

Miles from Pierce	CLAIRTON BRANCH
2.68	Bessemer Brick Co. Siding
2.71	Pgh. Term. Coal Corp. Mine No. 7
3.16	Haydite Company Siding

Miles from Longview	MIFFLIN BRANCH
1.9	Option Siding
3.0	Henning Siding

Miles from Banksville Jct.	BANKSVILLE BRANCH
0.14	South Hills Ice Co.

SPECIAL INSTRUCTIONS

1. WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME OR INFERIOR CLASS UNLESS OTHERWISE SPECIFIED.

2. All employes in Train Service must have a copy of the current Time Table and Book of Rules with them while on duty.

3. Rule 58 is modified. a In Yard Limits all Trains and Engines, except First and Second Class Trains, must be run with care and under control of the Engineer so that he may be able to stop within half the range of his vision.

b. Main Track in Yard Limits may be used against all Overdue Trains, except First Class Trains, but must be surrendered to such trains on arrival.

c. All Trains and Engines that are stopped in Tunnels in Yard Limits must be protected as required by Rule 99.

d. All Trains and Engines on Eastward Main Track between crossover West Belt Junction and crossover West Liberty must be protected as required by Rule 99.

4. The operation of Trains and Engines, over Pittsburgh and West End Branches will be handled by Train Orders. All Trains and Engines must obtain Orders before using track over these Branches.

5. Hopedale Transfer. Trains and Engines operating on Interchange Tracks or Wye must be operated so they can be stopped within half the range of vision.

6. Trains must not use connection track with Wheeling and Lake Erie Railway at Mingo without first receiving permission from employe controlling movements over connection track.

7. Automatic Blocks are in service:

Between Longview and West End Summit Cut, Benicoll. Over West leg of Wye, West Belt Junction and between West Belt Junction and Greentree, East End of Rook Yard.

8. Yards:

Rook-West Liberty. Between board 2480 feet east of West Liberty Station and board 600 feet west of west switch Leasdale. Over Pittsburgh and West End Branches.

Avella. Between board 230 feet east of east switch Craighead Siding and board 1200 feet west of West Middletown Station.

Mingo. Between board one-half ($\frac{1}{2}$) mile west of west switch and board 700 feet east of east switch and over connection to Wheeling & Lake Erie Railway.

Longview-Salida. Between board 2300 feet east of switch connecting Montour Railroad main track and Mifflin Branch at Salida, board 1600 feet east of east switch Longview Passing Track, and board 1900 feet west of switch connecting Connellsville Division and Mifflin Branch at Longview.

Mifflin. Between board west of west switch at Walker and Union Railroad and Montour Railroad tracks, Mifflin.

Clairton. Between board 1850 feet west of Wye switch and P. R. R. and St. Clair Terminal Co. Tracks, Clairton.

Sudan. Between board 2508 feet west of west switch, board 3036 feet east of east switch on Main Line and board 1716 feet east of Sudan Station on Donora Branch.

Monessen. Between board 1235 feet west of west switch and board 1749 feet east of east switch.

Connellsville. Between board 1600 feet west of west switch at Frick and connection with P. McK. & Y. R. R.

9. Double Track:

On double track trains must use the right-hand track.

Limits of Double Track:

Between West Belt Jct. and West End Rook Yard.

Between West Liberty and crossover at east end Wye at West Belt Junction.

Between first switch east of Longview Station on Mifflin Branch and switch connecting Eastward and Westward tracks at Salida.

Between West switch Walker and west end Mifflin Yard.

10. Telegraph Offices:

Location	Time Open
Rook	8:00 A. M. to 12:00 o'clock midnight daily.
Rook, Dispatchers' Office.....	24 hours
	(Between the hours of 12:00 o'clock midnight and 8:00 A. M., Rook Dispatchers Office will be operated as Train Order Office and Register Station.)
Bridgeville.....	8 A. M. to 5 P. M. daily
Venice	7:30 A. M. to 12:30 P. M. daily except Sunday
Hickory	1:30 P. M. to 4:30 P. M. daily
Avella	24 hours daily except Sunday and Monday.
	12:01 A. M. to 6:00 P. M. Sunday
	2:00 A. M. to 12:00 o'clock midnight Monday.
Mingo....	12:01 A. M. to 7:00 A. M.—10:00 A. M. to 7:00 P.M., 11:00 P. M. to 12:00 o'clock midnight daily except Sunday. 12:01 A. M. to 7:00 A. M., and from 11:00 P. M. to 12:00 o'clock midnight Sunday.
Smithfield....	10:00 A. M. to 12:05 P. M. daily except Sunday.
Hopedale.....	12:35 P. M. to 6:30 P. M. daily except Sunday
Pittsburgh Jct.....	24 hours
West Liberty.....	8:00 A. M. to 12:00 o'clock midnight, daily except Sunday.
Longview.....	8 A. M. to 5 P. M. daily except Sunday
Bruceton.....	8 A. M. to 5 P. M. daily except Sunday
Clairton.....	9:30 A. M. to 6:30 P. M. daily except Sunday
Sudan.....	4 P. M. to 1:00 A. M. Daily
Monessen.....	8:30 A. M. to 5:30 P. M. daily except Sunday
Connellsville	24 hours

11. Speed Limitations:

The maximum speed of trains in both directions between the points named is as follows:

Pittsburgh Division

Passenger trains45 miles per hour

Freight trains40 miles per hour

Connellsville Division

All trains between Rook and Pierce.....20 miles per hour

All trains between Pierce and

Connellsville30 miles per hour

All trains over Mifflin Branch	20 miles per hour
All trains over Clairton Branch	20 miles per hour
All trains over Donora Branch	20 miles per hour
All trains over West End Branch.....	12 miles per hour
All trains over West leg of Wye, West Belt Jct.	15 miles per hour

Engines running in backward motion must not exceed speed of:

Passenger engines	30 miles per hour
Freight engines	20 miles per hour
All trains over cross-overs	10 miles per hour
All trains over Cowden Fill.....	15 miles per hour
All trains between slow boards or signals placed by track men.....	8 miles per hour
Wreck trains	25 miles per hour
Trains handling Scale Test Car.....	20 miles per hour
Cars over scales not to exceed.....	4 miles per hour

12. Rule 17 is modified; the headlight will be displayed to the front of every train by night, but will be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junctions, and will be dimmed by all engines switching or working around yards when other trains are pulling into those yards, when the vision of crew entering yard might be affected.

13. Rule 19 is modified; Night Markers may indicate either Green or Yellow Lights to the Front and Side and Red Lights to the Rear, except when Train is clear of the main Track when either Green or Yellow Lights will be displayed to the Front, Side and Rear.

14. Rule 21 is modified; White flags and White Lights will not be displayed on Engines of trains running as Extra Trains over West End Branch, or by Montour Engines of Trains running as Extra Trains between Salida and Mifflin, or by Donora Southern Engines of trains running as Extra Trains between Donora and Sudan.

15. Rules 49 and 50 are modified to the extent that Extra Trains may run ahead of Second and Third Class Trains.

16. Rule 56 is modified. Trains moving in the same direction must keep at least ten (10) minutes apart, except where block signals are in service.

17. Rule 98. All Trains must approach end of Double Track and Junction Switches prepared to stop if track is not clear or switches not properly set.

18. Rule 99. Should a flagman be recalled before reaching required distance he must place two (2) torpedoes, sixty (60) feet apart, and, when necessary, a fusee will be left sufficient distance from his train to insure full protection.

19. Rule 208. After the words "torpedoes placed upon the rail" add the following words: "a sufficient distance to insure stopping of the superior train before fouling the point where inferior train would enter the siding."

20. Rule 221-A. That part of this rule reading: "A train will not pass the signal while 'Stop' is indicated, except to do station work," is restricted to the extent that passenger trains may overrun the signal a sufficient distance to make station stop, and does not apply to freight trains or engines while switching within yard limits.

21. Slow Order Signals: Yellow Flags must be placed fifty (50) rail lengths beyond point where slow Order starts.

Green Flag on same side of track with Yellow Flag indicates point where Slow Order ends.

22. Trains operating on Montour R. R. between Salida and Coverdale will be governed by Montour R. R. Rules.

All trains must obtain orders from Montour R. R. at Salida before using Montour R. R. Tracks, and must report to Montour R. R. their arrival at Coverdale on westward movement and their arrival at Salida on eastward movement.

Special Instructions authorize P. & W. V. Ry. to operate trains between Salida and Coverdale during parts of Sundays and periods on week days when there is no Montour R. R. Dispatcher on duty; at such times authority for movement of trains between Salida and West End Coverdale on Montour R. R. Tracks will be issued by General Manager of P. & W. V. Ry.

Conductors and Engineers must provide themselves with Montour R. R. Time Table.

P. & W. V. Ry. 31 Order Blanks may be used for orders given by Montour R. R.

23. Engine Limit Boards reading "Engine Limit" have been placed on different tracks. Engines must not be operated beyond these boards.

24. While passing over Bridges and Trestles engine dampers must be closed and brakes must not be applied when avoidable.

25. Ash Pans must be closed when engines are in motion and only cleaned at designated points where ties are protected with sheet iron, which are:

Acheson Water Tank,

Smithfield Water Tank,

Pittsburgh Junction,

Avella on Running Track at Water Plug, or Dock Track.

26. When two (2) or more Engines are used on one train on Clairton Branch they must be separated by at least five (5) cars.

27. Engines 1000, 1001 and 1002 must not be operated on Clairton Branch.

28. Engines 1100, 1101 and 1102 must not be operated West of Rook, including Bridge 5-A over Whiskey Run; Eastward Main Track over Bridge 1-C Banksville Road; Pittsburgh Branch; West End Branch; Clairton Branch; and Bridge 2-B just West of Walker on Mifflin Branch.

29. Assisting Engines must not be coupled in trains moving Westward between West Belt Junction and West End, Pittsburgh.

30. When two (2) Engines are used to handle a train, the Lead Engineer must whistle off (Two Blasts of Whistle) and must not start train until receiving signal in answer from Assisting Engineer.

Engineers on Assisting Engines must at all times keep slack shoved up in train.

Engineers on Assisting Engines must not take slack in endeavoring to start train.

31. Derails must be set to derail cars at all times when track is not being used in regular operation.

This rule must be observed even though there are no cars standing on track protected by derail.

32. Cars must not be left on Passing or Storage Tracks in Tunnels when it can be avoided.

33. **Buxton.** The Road Crossing West of West Portal of Tunnel must not be blocked.

34. **Jefferson Mine.** Flagman must precede All Trains and Engines moving over Road Crossing on Mine Tracks.

35. **Louise Mine.** Road Crossing East of Derail on Loaded Track must not be blocked.

36. **Hopedale Transfer:**

a. P. & W. V. Ry. Engines turning must be Headed through East Leg and Backed through West Leg of Wye.

b. Tail Track of Wye will hold Engine and four (4) cars.

c. Track extending from P. & W. V. Ry. Main Track to N. Y. C. R. R. Main Track from which Wye Tracks extend is Running Track.

The Two Tracks West of Running Track are:

First Track—Number One.

Second Track—Number Two.

d. Derail at north end of Running Track is connected with N. Y. C. R. R. Main Track switch and can only be operated by the operation of that switch.

e. When derail is set on rail Stand shows Red and Light shows Purple; when set for Running Track Stand and Light show Yellow.

37. **Pittsburgh Junction:**

a. Track extending eastward from Station paralleling P. & W. V. Ry. Main Track is Receiving Track for P. & W. V. Ry.

b. Space of three (3) car lengths must be left on this track east of Crossover east of Tunnel to enable trains setting off west of Crossover to move Engines through Crossover.

c. Tracks Nos. 1, 2 and 3 West of Station are Receiving Tracks for the W. & L. E. Ry.

38. **Clairton:**

a. Track No. 4 is Receiving Track for Pennsylvania Railroad. Track No. 5 is Receiving Track for P. & W. V. Railway.

b. Track extending from Union R. R. Track at Bridge over Pennsylvania Railroad to P. & W. V. Railway Yard Track and Track extending from P. & W. V. Railway Track No. 5 to Union R. R. Switch Back and Dump Track are for exclusive use of Union R. R. Trains handling slag to Dump Track.

c. Switches connecting these Union R. R. Tracks with P. & W. V. Railway Tracks will be locked with Union R. R. Switch Locks. These Switches when not in use by Union R. R. must be locked and set for straight-away movement through P. & W. V. Railway Tracks.

d. Bill Box locked with Pennsylvania Railroad and P. & W. V. Railway Switch Locks is located on side of Telephone Booth just west of Station.

39. Sudan:

- a. Track No. 1 is Receiving Track for P. & W. V. Ry.
- b. Track No. 2 is Receiving Track for Donora Southern R. R.

40. Frick:

Derail at East end of Storage Track is connected with P. & W. V. Ry. Main Track switch and can only be operated by the operation of that switch.

41. a. Conductors setting off cars at Interchange Points will leave a list with Agent or Operator showing time cars are placed on Interchange Tracks, initial, number, kind, contents and destination of each car. When there is no Agent or Operator on duty, list will be left in Bill Box or Telephone Booth.

b. Similar list must be made to cover cars picked up at Interchange Points when there is no Agent or Operator on duty.

c. Conductors of Trains 91, 95, 90 and 92 and other through trains will leave a list at Pittsburgh Junction for cars set off or picked up at that Point.

42. Accident Reports:

Must be addressed to the General Manager.

Conductors must report all accidents to Persons, Cars or Engines in or about their Trains.

Engineers and Hostlers in charge of Engines not accompanied by Conductor must make accident report.

Telegraphic AX Report Form 1213 must be filed at first open Telegraph Office, and must show exact location of point of accident, Station, Mile Post or distance from East or West Switch of track.

Casualty Report Form 1218 must be mailed to General Manager and Train Master.

43. Personal Injury Reports:

Personal injuries occurring on or about Trains or Engines must be immediately reported by wire to General Manager, Chief Special Agent and Train Master, giving brief but full particulars, name of party injured, occupation, residence, etc. Form 705 must be made in triplicate, Original sent to Chief Special Agent and Copies to General Manager and Train Master.

44. Stock Killed or Injured:

Report must be made by wire to General Manager and Chief Special Agent.

Form 709 must be made by Engineer and forwarded to Chief Special Agent.

45. Engine Failures:

Telegraphic Report of engine trouble or delays account of engine failures must be made at first open telegraph office addressed to: General Manager, Train Master, General Superintendent of L. & E., and Road Foreman of Engines.

Reports must show nature of trouble, delays resulting, and must be signed jointly by Conductor and Engineer, or by Engineer if not accompanied by Conductor.

All delays of twenty (20) minutes or more to Freight Trains or Yard Engines must be reported.

46. Freight Train Delay Report Form 1219:

Conductors must make this report in full showing the actual time each delay began and ended. When delays are occasioned due to packing hot boxes or setting out defective equipment, the initial and number of each car must be shown. This report must be made in duplicate, forwarding original to Train Master and duplicate to Chief Dispatcher.

47. Work Train Delay Report Form 1219-A:

Conductors must make this report in full showing the actual time each delay began and ended, in addition to completing the lower portion of report showing Work performed. This report must be made in quintuple, forwarding original to General Manager with copies to Division Engineer, Road Master, Train Master and Chief Dispatcher.

Telegraphic report of work performed must be sent to General Manager, Division Engineer and Road Master.

48. Cars Setoff on Line Form 1553:

Conductors must make this report to Chief Dispatcher, Train Master and Master Car Builder from first open Telegraph Office for all cars set off account of hot boxes or in damaged condition.

Full particulars of damage and material required to make repairs must be given. Column "J" must show which end of car damaged, east or west as it stands.

49. Report Repairs to Foreign Cars Form 1629:

Conductors must show on this form any material applied to Foreign Cars and mail to General Superintendent of L. & E.

50. Cars Set Off, Picked Up and On Hand Form 1535:

Conductors of Local Freight Trains must make this report daily and show cars on hand at each non-agency station regardless of whether they set off or pick up at such station.

Conductors in through freight, mine run or other service must make this report when cars are set off or picked up at non-agency stations.

Conductors of Work Trains must make this report and show all cars loaded or empty set out at non-agency stations.

All cars on non-agency sidings must be included, excepting coal cars loaded with coal or empty coal cars on mine tracks.

51. Conductors and Engineers at completion of each trip must mail all train orders they receive on that trip to the Train Master.

52. Conductors must carry one extra pad of train order blanks Form 1524 in their caboose.

53. Train and Enginemen must exercise care in returning train order hoops so they may be promptly recovered. Agents and Operators must report by wire to Chief Dispatcher any failure of Train or Enginemen to properly return train order hoops.

54. **Tonnage Rating:** When actual weights of loaded cars are not shown on waybills use the following weights:

100,000 Capacity Cars.....	70 tons
110,000 Capacity Cars.....	72 tons
140,000 Capacity Cars.....	94 tons

For empty cars use following light weights:

Stock Cars	35,200
Flat Cars	35,500
Tank Cars	39,700
Box Cars	42,200
Refrigerator Cars	50,300
Coke Racks	41,000
Gondola Cars, 70-Ton Capacity.....	51,600
Gondola Cars, Other Than 70-Ton Capacity....	40,700
Hopper Cars, 70-Ton Capacity.....	50,200
Hopper Cars, Other Than 70-Ton Capacity....	39,100

55. Conductors of Trains moving expedite cars from Bruceton and Mifflin must notify Dispatcher and Yard Master, Rook, before they leave these stations, the number of cars in their trains and total tonnage of such cars that are for movement on Train 95 from Rook.

56. Conductors of Local Freight Trains must make report to Dispatcher through the Agent or Operator at each open Telegraph Office the number of Loaded and Empty Cars in their trains leaving these stations.

57. Conductors handling Local Freight Trains must make report to General Manager of any Local or Package Cars not properly loaded in station order. Report must show car number, initial, point of origin, with particulars regarding improper loading.

58. Conductor of Connellsville Division Local must move all Bruceton and Clairton Loads from Longview each day unless instructed to the contrary.

59. Emergency Cases will be furnished every train and caboose. Conductors are responsible for these cases.

Cases are numbered and sealed and must not be opened unless necessary to make use of contents.

When seals are broken, whether or not any of contents have been used, case must be immediately returned to the Yard Master at Rook and another case obtained.

60. Obstructions:

The following obstructions will not clear a man on top or side of car:

Platform between Tracks 1 and 2 Pittsburgh Train Shed. Rook. Track No. 11.

Rook Coal Chute. Oil House Platform.

Rook, Storehouse Platform and Machine Shop on Storehouse track.

First Overhead Bridge East of Venice.

Coal Washing Plant and Unloading Bin. No. 3 Track, Avella.

First Overhead Bridge West of Avella.

Jefferson Mine. Chute from Tipple across Empty Lead.

Overhead Bridge West End Branch at BJ Tower.

Bin and Chute of Tipple—Rider Mine.

Chute and Tipple—Davidson Mine.

61. Air Brakes and Train Signals. Be governed by book of special instructions.

62. a. Automatic Block System: A series of consecutive blocks governed by block signals operated by electric, pneumatic or other agency actuated by train or by certain conditions affecting use of a block.

b. Block signals control use of blocks; but unless otherwise ordered do not supersede the superiority of trains; nor dispense with the use or observance of other signals.

c. Block signals for a track apply only to trains running with the current of traffic on that track.

d. When a train is stopped by a block signal it may proceed when signal is cleared. If not immediately cleared it may proceed,—

1. On Single Track, when preceded by a Flagman to the next clear signal.
2. On Double Track, after coming to a full stop running under control to the next clear signal.

e. Engineer of a train entering a block as provided for by these rules will be held responsible in case of accident caused by overtaking preceding train.

63. Trains operating over foreign lines will be governed by the rules of the Company over whose line train is run.

64. Spring Switches:

a. Spring switches are located at the end of double track just West of BJ Tower, East switch of Crossover just West of Bridge 1-C over Banksville Road and West switch of double Crossover leading to Eastward Main Track at West Belt Junction.

b. Trains will run through trailing switch points without changing position of switches. If necessary to stop while moving through spring switches, trains must not be permitted to move back, slack run out, or train move against switch points until switch lever has been thrown by hand, changing switch points to track from which train is moving.

c. Speed of ten (10) miles per hour must not be exceeded trailing through spring switches.

d. Engineers must see that no sand is used while passing over spring switches.

e. Normal position of spring switch at double crossover is for Eastward Main Track. Normal position of spring switch at the end of double track just West of BJ Tower and East switch of Crossover just West of Bridge 1-C over Banksville Road are for Westward Main Track.

f. Signal located at the East end of double Crossover governs Westward movement of trains over the West leg of Wye to Crossover just West of Bridge 1-C over Banksville Road. Signal located just West of BJ Tower on Eastward main track governs Eastward movement of trains from Eastward main track over West leg of Wye to double crossover. Dwarf Signal, located between main tracks just West of BJ Tower opposite signal mast on Eastward main track, governs Eastward movement of trains from Westward main track over West leg of Wye to double crossover.

g. Trains or engines finding signals working improperly must examine switches to ascertain that points are properly closed, then proceed protecting themselves over this section of track and make report by wire from first available point of communication.

65. Eastward movement of Trains or Engines over Westward Main Track from Crossover West of Bridge 1-C over Banksville Road to the end of double track just West of BJ Tower,

a. All Eastward trains or engines using Westward Main Track from Crossover West of Bridge 1-C to the end of double track just West of BJ Tower must stop to clear

Crossover West of Bridge 1-C, open indicator box, turn knob on front of glass to extreme left, release and wait until indicator hand runs to Figure 2. After this operation has been completed and light in lower part of box lights, knob on front of glass must be turned back to extreme right, indicator box locked, hand throw switch lined for Crossover and proceed to Dwarf Signal, governing movement over West leg of Wye, located just West of the end of double track. Dwarf Signal is equipped with a green and a red light. There must be no attempt to throw hand throw switch to Crossover just West of Bridge 1-C until light indication is given in lower part of indicator box.

b. Normal position of hand throw switch on Eastward Main Track at Crossover West of Bridge 1-C is for Eastward movement.

66. Diverging movements from Pittsburgh Branch.

a. Trains or engines making diverging movements from Pittsburgh Branch must stop at Stop Board located at BJ Tower, and be governed by Dwarf Signal located on bridge just West of BJ Tower. Dwarf Signal is equipped with a Red and a Yellow light.

b. Condition of track must first be ascertained by the operation of switch connecting Pittsburgh Branch with Connellsville Division.

c. If Track is not clear, switch must be restored to normal position.

67. Explosive and Inflammable Cars.

a. Cars placarded "Explosives" must be placed in through freight trains near the middle and must be not nearer than the sixteenth (16) car from engine, nor the eleventh (11) car from caboose, if the length of the train will permit. Where helper engines are employed ahead of caboose, cars placarded "Explosives" must be separated from such helpers by at least one car.

b. Cars placarded "Explosives" may be placed in local freight trains not nearer than the second car from engine or caboose when placing them near the middle of train would require additional switching at way stations.

c. Cars placarded "Explosives" must not be placed in through or local trains next to loaded tank cars, wooden-frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of car placarded "Explosives" from rough handling; refrigerator cars equipped with automatic refrigeration of the gas burning type; nor next to cars containing lighted heaters, stoves or lanterns; or cars with live stock or poultry in charge of an attendant.

d. Cars placarded "Explosives" must not be placed in through or local trains next to box cars which bear "Inflammable" or "Corrosive Liquid" placards, unless the remainder of the train consists only of such cars, or is made up entirely of placarded cars, or cars listed in paragraph "c" above.

e. Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, or pipe that is likely to shift; and when practicable must be placed not nearer than the sixth (6) car from engine or caboose.

f. Cars containing explosives must never be cut off while in motion. When handled in yards or on sidings, they must be coupled to engine, electric locomotive or motor car, protected by a car between. They must be placed in a safe place in yard, where all unnecessary handling will be eliminated. Cars must not be cut off and allowed to strike a car of explosives.

68. Rule 14. Engine whistle signals. Add the following: "oo ooo" to call attention to train order board displayed for "19" train order.

69. Rule 208. That part of this rule reading "Train order authorizing such movement will be issued on '31' train order form and contain the words (train number) gets this order at (station)" is cancelled.

70. Rule 211. That part of this rule reading, "A '19' train order must not be used to restrict the superiority of a train" is cancelled.

71. Rule 221-B. That part of this rule reading, "One copy of form A will be delivered by the Conductor to each engineman with '31' train orders," is cancelled.

72. a. Operators holding "19" form orders for delivery to trains will hold the train order semaphore at stop position until engineman has whistled for same, when semaphore block will be changed to Yellow position provided no train's superiority is restricted at this point. If the superiority of a train or trains is restricted at this point, paragraph E of this rule will govern. When engineman sees semaphore changed to Yellow position he will acknowledge with the "19" order whistle signal (oo ooo).

b. Between the hours of sunset and sunrise and at other times when conditions require, operators will have red and white lanterns cleaned, lighted and ready for immediate use. They will also have red flag, torpedoes and fuses (not less than two torpedoes will be attached to flag stick and two torpedoes properly secured to red lantern). When making delivery of orders to passing trains during the hours of darkness, the operator must provide himself with a white light.

c. When "19" order signal is displayed at train order offices, the engineer will acknowledge same by the "19" order whistle signal and will reduce speed of train so that orders can be properly and safely delivered to engine and caboose. Trainmen on rear end of trains shall station themselves so that they may be in position to receive the orders. Trainmen on the rear of trains must be on the lookout passing all train order offices and in the event train order signals are displayed and orders are not received, a signal to stop must be immediately given to enginemen, train brought to a stop and must not proceed until orders and clearance are received from the operator and proper signal given to the enginemen. In the event order signal is displayed and operator fails to effect delivery to crew on engine, train must be brought to an immediate stop and not proceed until orders and clearance have been received from the operator.

d. Operators must be careful in copying train orders so that all copies are legible and can be easily read by those who are to execute them. They will be responsible for the proper delivery of all orders together with form "A" Clearance Card properly filled out to show all information called for thereon. They must be particular to show on form "A" Clearance Card the total number of orders for delivery to each train addressed and the number of each order as given by the Dispatcher. When trains approach offices where orders are to be delivered to them, the operator will have all orders and clearance card ready

and report train coming to the Dispatcher and will give to the Dispatcher, the number of the orders as they appear on the Clearance Card. If correct, the Dispatcher will repeat the order numbers, give o. k., the time and the Dispatcher's initials. Time o. k. and the Dispatcher's initials will be shown on lower left corner of Clearance Card. All orders and Clearance Cards are then to be delivered to the trains addressed. Trainmen and Enginemen must closely compare their train orders with form "A" clearance card and know that they have the specified train order numbers shown on the Clearance. If any error is found, the train must be brought to an immediate stop and not proceed until proper corrections have been made or necessary authority has been obtained.

e. Train orders that restrict the superiority of a train will not be issued for it at the point where such superiority is restricted unless to avoid very serious delay and a "Stop" signal in addition to the "Fixed" signal is displayed and two torpedoes placed upon the rail a sufficient distance to insure stopping of the superior train before fouling the point where inferior trains would enter the siding. At night or when owing to weather conditions day signals cannot be plainly seen, a burning fusee must also be displayed. Train orders authorizing such movements will contain the words "Train No. () gets this order at (Station)."

f. This rule does not supersede any rule or special instruction, other than those specifically mentioned herein.

73. Standard Clocks:

Rook.....	Dispatcher's Office
Rook.....	Roundhouse Office
Rook.....	Telegraph Office
Avella.....	Telegraph Office
Pittsburgh Junction.....	Telegraph Office

74. Bulletin Boards:

Rook.....	Dispatcher's Office
Rook.....	Yard Office
Rook.....	Round House Office
Avella.....	Telegraph Office
Pittsburgh Junction.....	Telegraph Office
Bowest.....	Yard Office
Bowest.....	Roundhouse Office

75. General Order Books:

Rook.....	Dispatcher's Office
Rook.....	Roundhouse Office
Rook.....	Telegraph Office
Avella.....	Telegraph Office
Pittsburgh Junction.....	Telegraph Office
Bowest.....	Yard Office
Bowest.....	Roundhouse Office

76. Register Stations:

Rook.....	Telegraph Office
Rook.....	Dispatcher's Office
Pittsburgh Junction.....	Telegraph Office

77. Abbreviations:

D.....	Day Telegraph Office
N.....	Day and Night Telegraph Office
P.....	Telephone

TONNAGE RATING FOR LOCOMOTIVES

20

WESTWARD	Engines 20 21	Engines 900 901 913	Engines 910 to 912 & 914 to 928	Engines 1000 1001 1002	Engine 1100 1101 1102	Engines W. & L. E. 4100 Series	Engines W. & L. E. 4300 Series	Engines W. & L. E. 6001 to 6020			
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons			
Pgh. West Belt Jct. Rook..	1000	1475	1530	1650	3050	....	....	....
Rook to Hickory.....	2200	2400	2600	....	1730	1800	2700			
Hickory to Mingo.....			
Mingo to Pittsburgh Jct...	2200	2400	2600	....	1730	1800	2700			
Longview to West End....			
Connellsville to Pierce....	1665	1775	1980	3650	....	....	....
Clairton to Pierce.....	1375	1475	....	....	....	....	....
Pierce to Longview.....	1375	1475	1580	2890	....	....	....
EASTWARD											
Pittsburgh Jct. to Wayco..	2425	2615	2825	....	1930	2000	2900			
Wayco to Mingo.....			
Mingo to Hickory.....	2200	2400	2600	....	1730	1800	2700			
Hickory to Pittsburgh....			
West End to Longview....	950	1325	1475	1580	2890	....	....	....
Pierce to Alto.....	1665	1775	1980	3650	....	....	....
Alto to Connellsville.....	2550	2675	3500	5500	....	....	....

ADJUSTMENT TABLE

- A. Above 60 Degrees
Add 6 Tons per Car
- B. From 60 to 40 Degrees
Add 8 Tons per Car
- C. From 40 to 20 Degrees
Add 10 Tons per Car
- D. From 20 to 10 Degrees
Add 12 Tons per Car
- E. Below 10 Degrees
Add 15 Tons per Car

To calculate adjusted train tonnage take gross weight of car and add to gross weight the adjustment shown for different temperatures.